



September 2, 2021

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Mentimeter

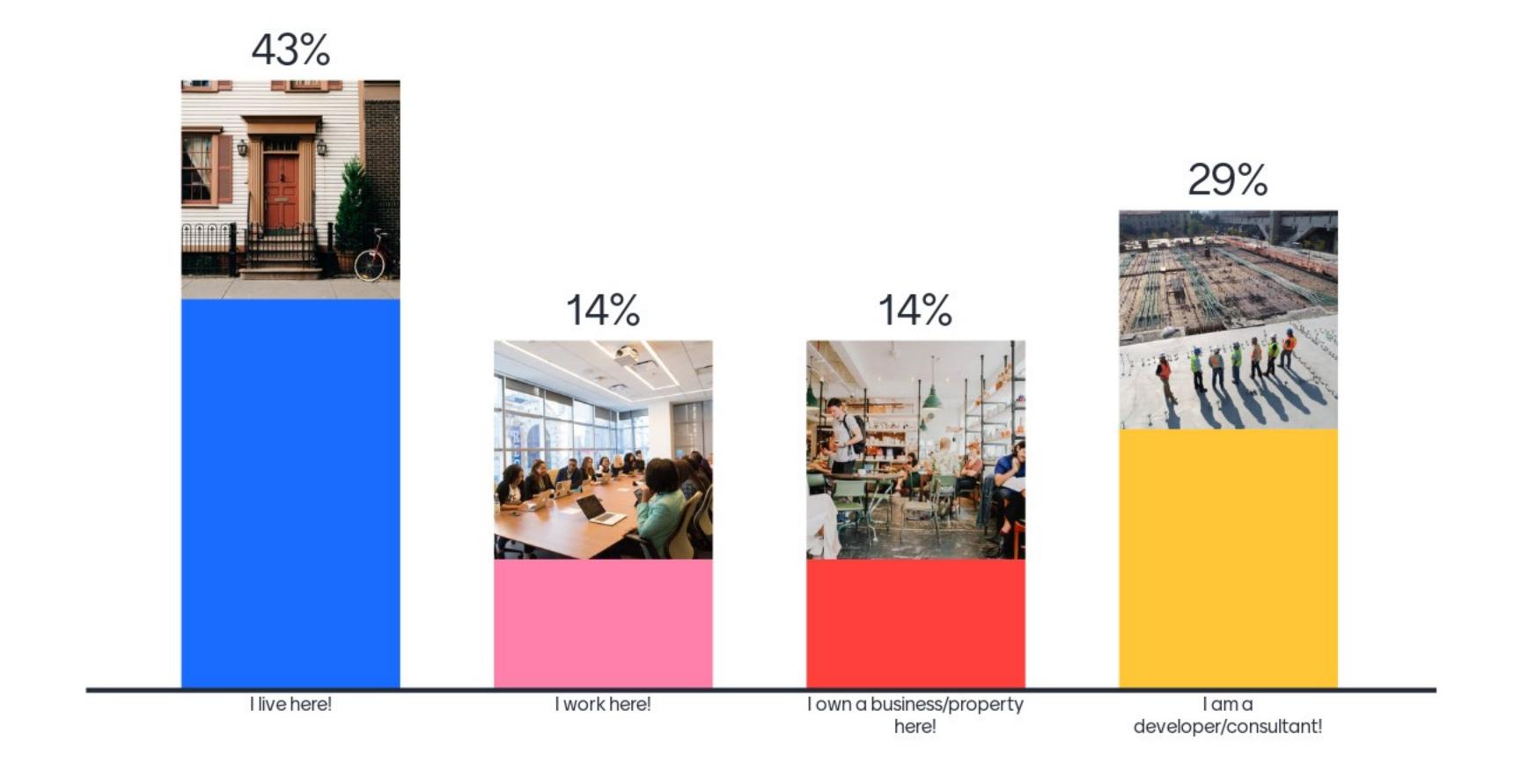


This Workshop:

Introduce the topics that will be discussed over the summer and fall with community related to development and redevelopment of areas around the Overlake light rail stations!



What is your relationship with Redmond?



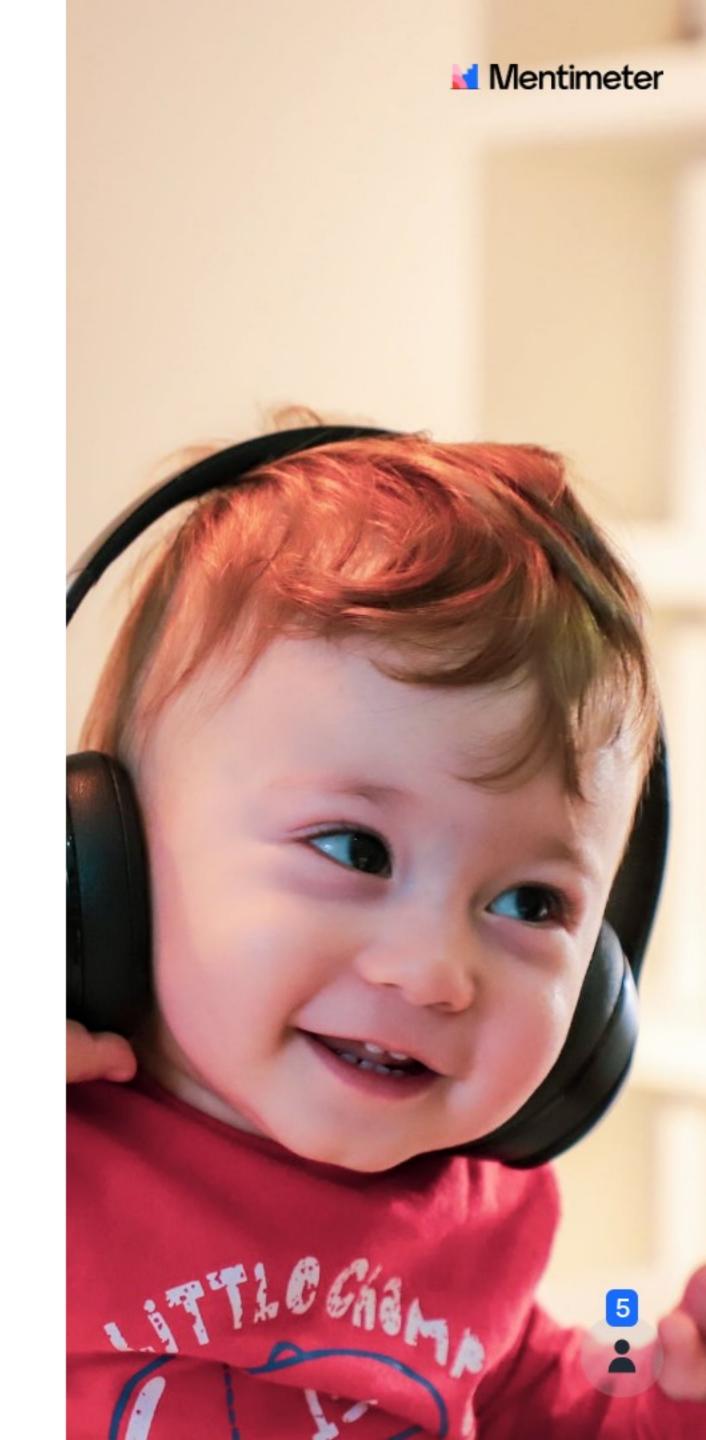


How did you hear about today's meeting or Redmond 2050?

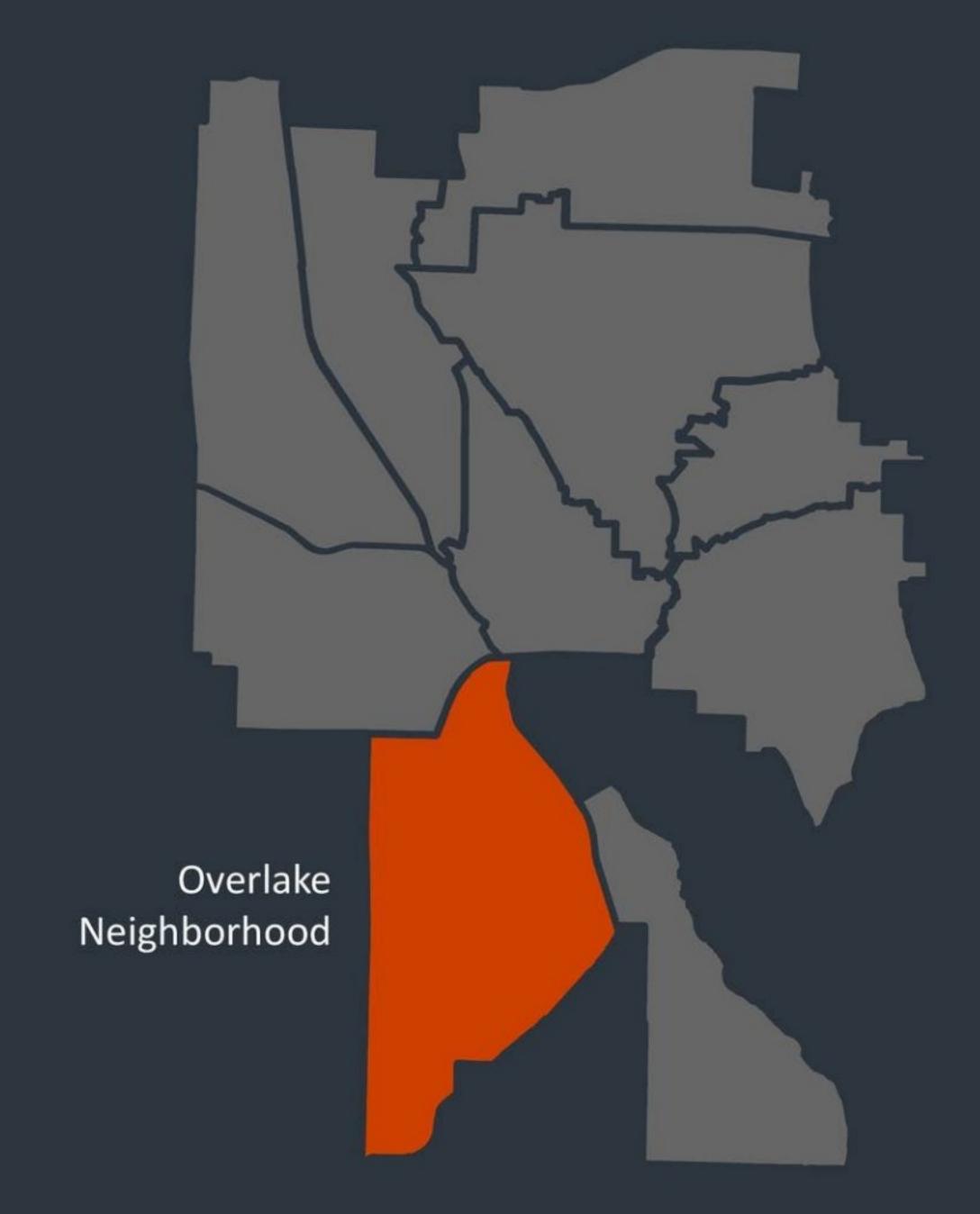
text coworker

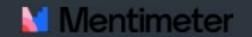
email

consultant website

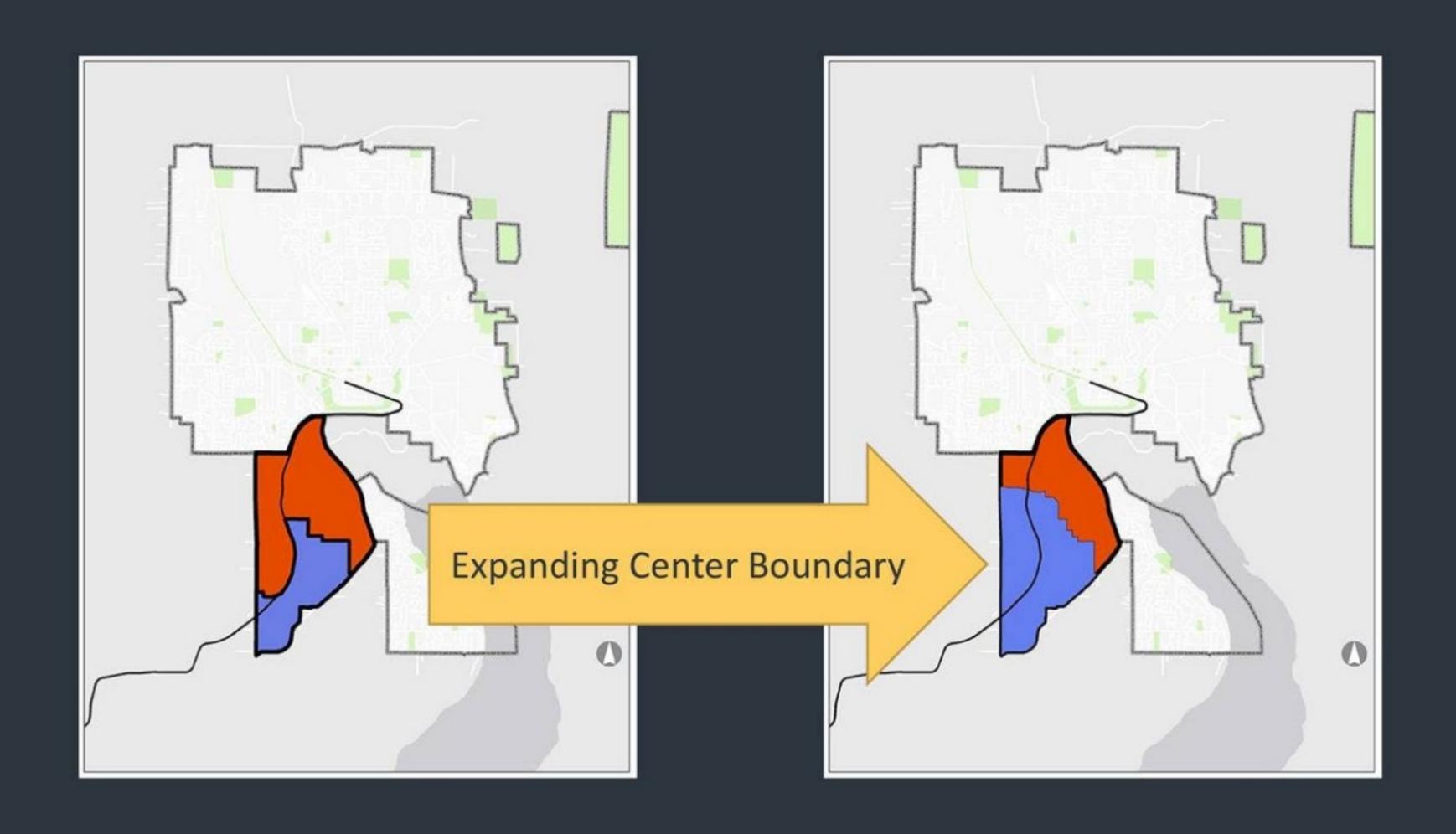


Where is Overlake?

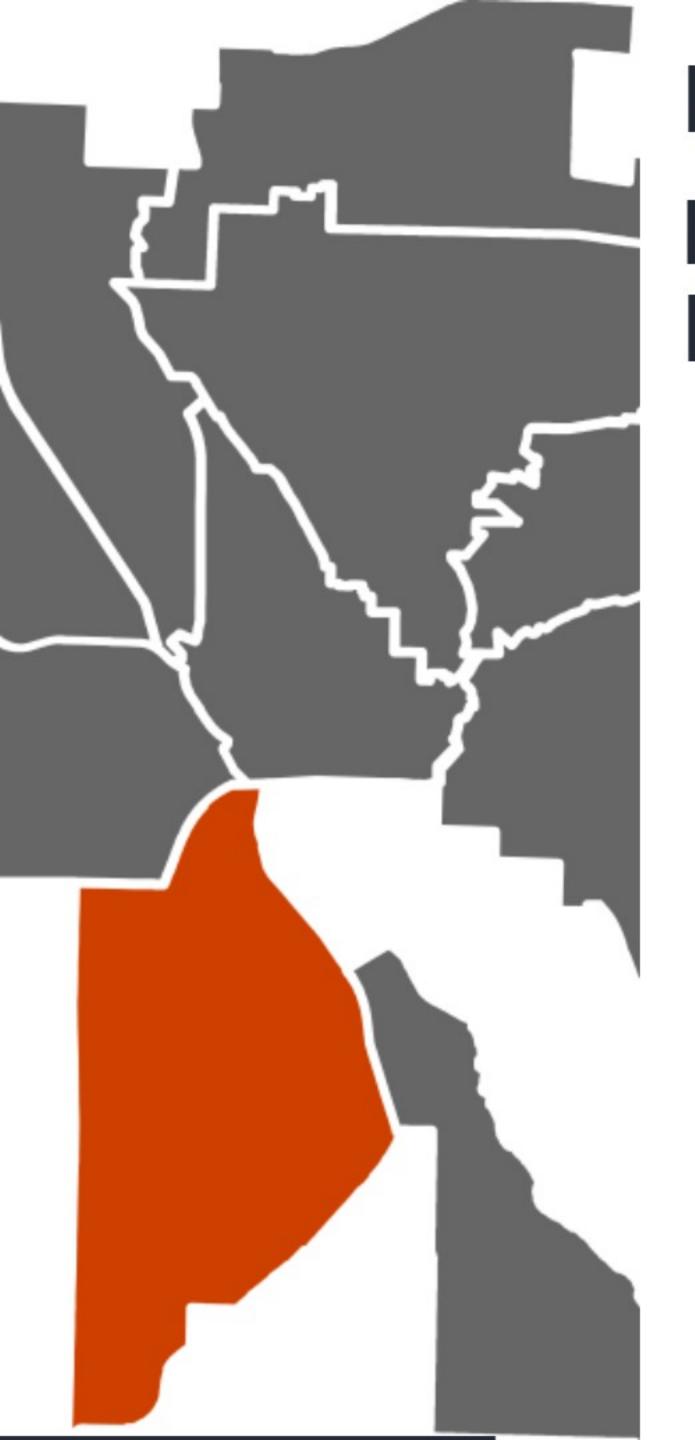




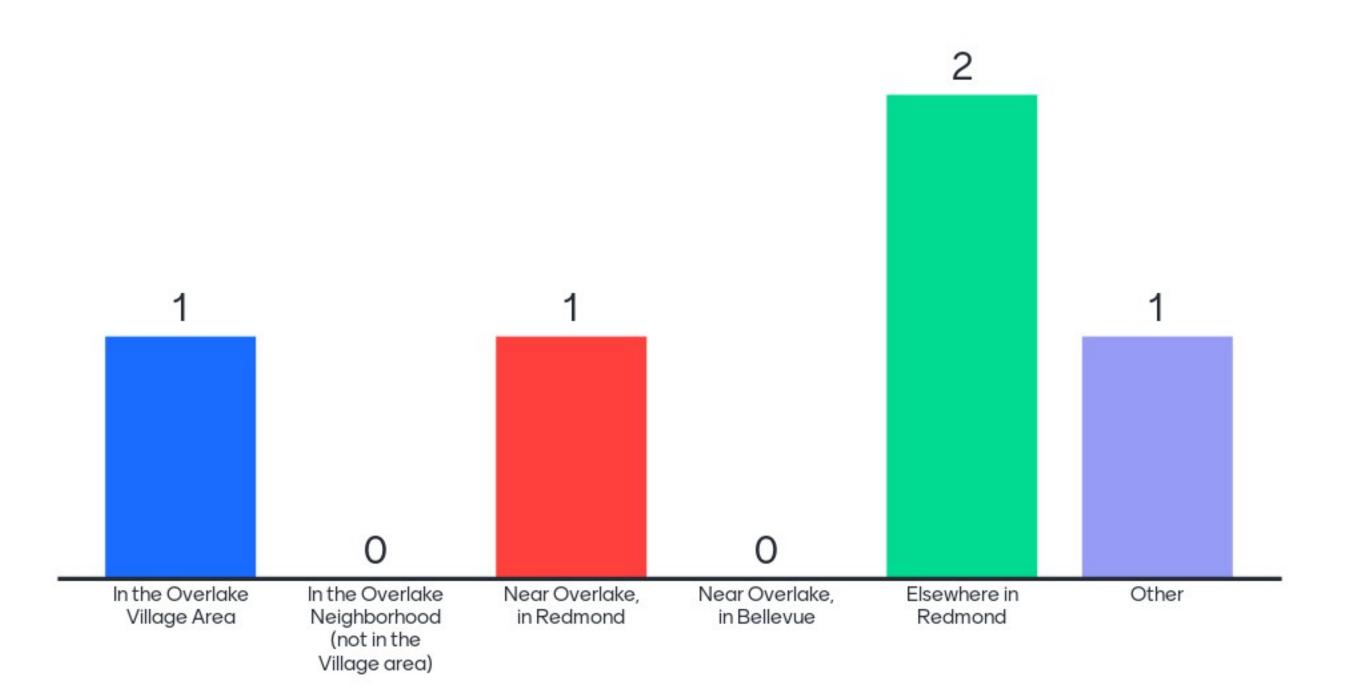
Overlake Village / Urban Center







Do you live, work, or own a property/business in the Overlake Neighborhood?





5

Mobility

Enhance Freight

This strategy focuses

on direct and efficient

delivery of goods and

services within the cit

vitality within the freig

as well as continued

warehousing and

sector.

distribution facilities

Background

- 20+ years focused on preparing for light rail and becoming "transit ready"
- Now need to maximize the benefits of stations opening soon – including zoning, land uses, and development standards

2 Prepare for **Ensure Strong** Improve Travel Increase **Light Rail Support for** Neighborhood **Choices and Urban Centers** Mobility Connections This means increasing bus transit ridership This strategy calls The completion of a This strategy seeks to to build the market for for completing ensure that Redmond's well-designed network future light rail, building Redmond's networks neighborhoods are of streets and paths the infrastructure for driving, bicycling, connected to each other combined with a needed to support light walking, bus transit, managed parking and are also internally rail in advance of its light rail, and freight well-connected by strategy will establish arrival, and encouraging movement. Managing all modes of travel. the transportation transit-oriented transportation demand Particular emphasis system needed to development in areas network completion will be placed on support the urban surrounding future rail and careful integration improving modal environment envisioned stations. of transit-oriented land for both urban centers corridors, providing safe use with transportation Overlake and infrastructure will convenient walking and Downtown, This increase overall mobility bicycling connections. includes appropriately options and support scaled streets, wide needed shifts in mode sidewalks, on-street share. parking, shared parking, reasonable access for delivery vehicles, interesting design features, bike facilities, and a network of walking paths.

Rezoning around station areas

- Accommodate growth
- Zoning that supports highest and best use (transit supported densities and uses)

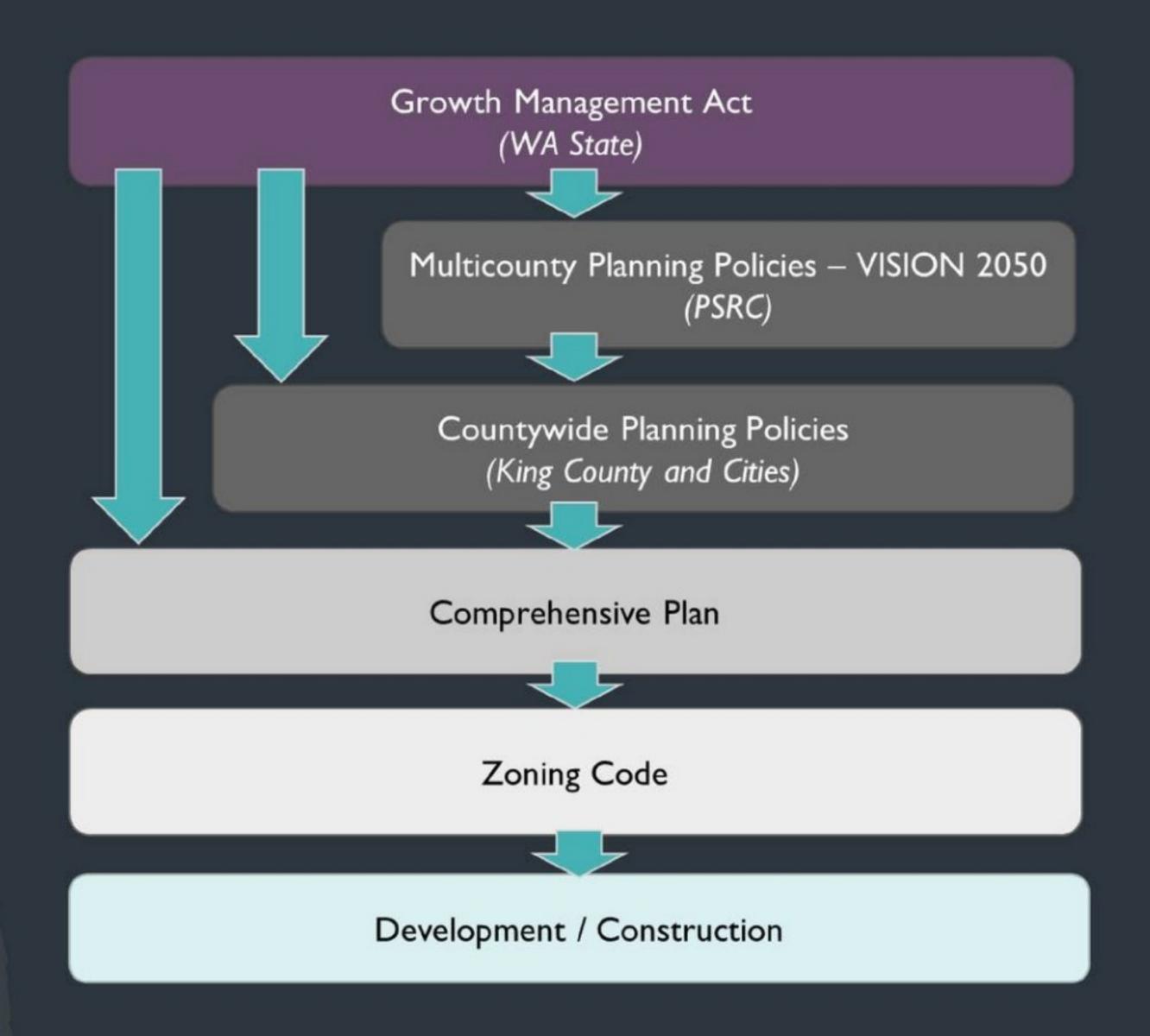
Will also be updating the **Development Standards** & **Incentive packages**

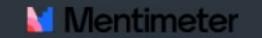




Growth Allocations are Top-Down

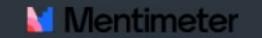
Redmond 2050 must be consistent with all state and regional these requirements and be certified by PSRC





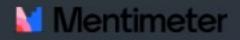








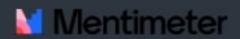




City of Redmond GROWTH TARGETS	Allocation to Redmond 2019-2044	Allocation Extrapolated to 2050
NEW jobs	24,000	29,760
NEW housing units	20,000	24,800

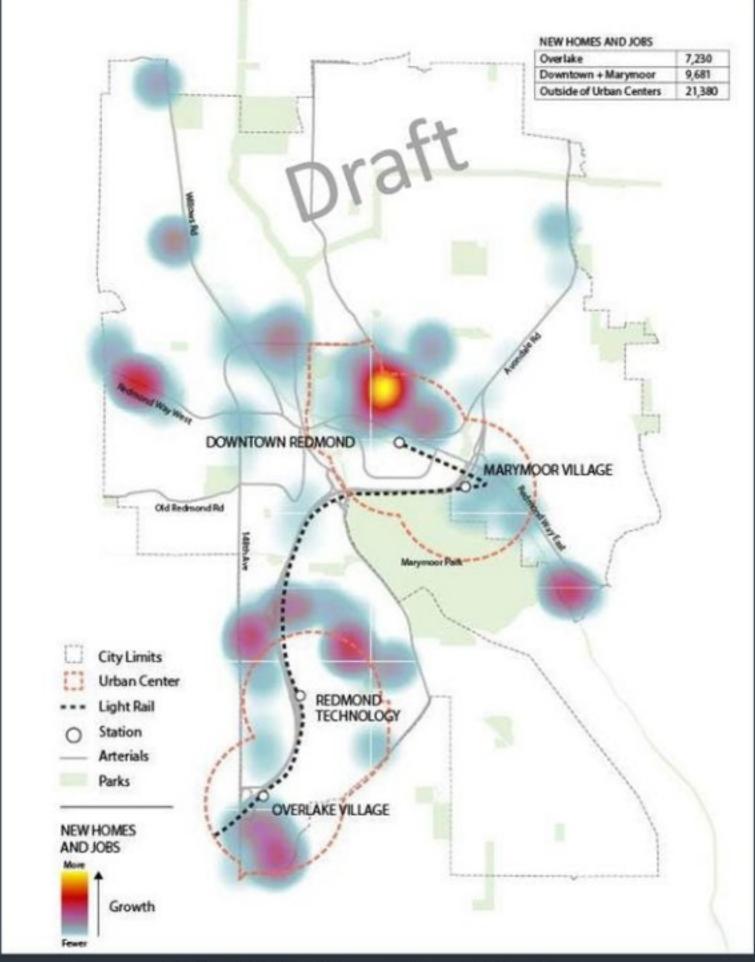


Growth Scenarios - 2050



Baseline

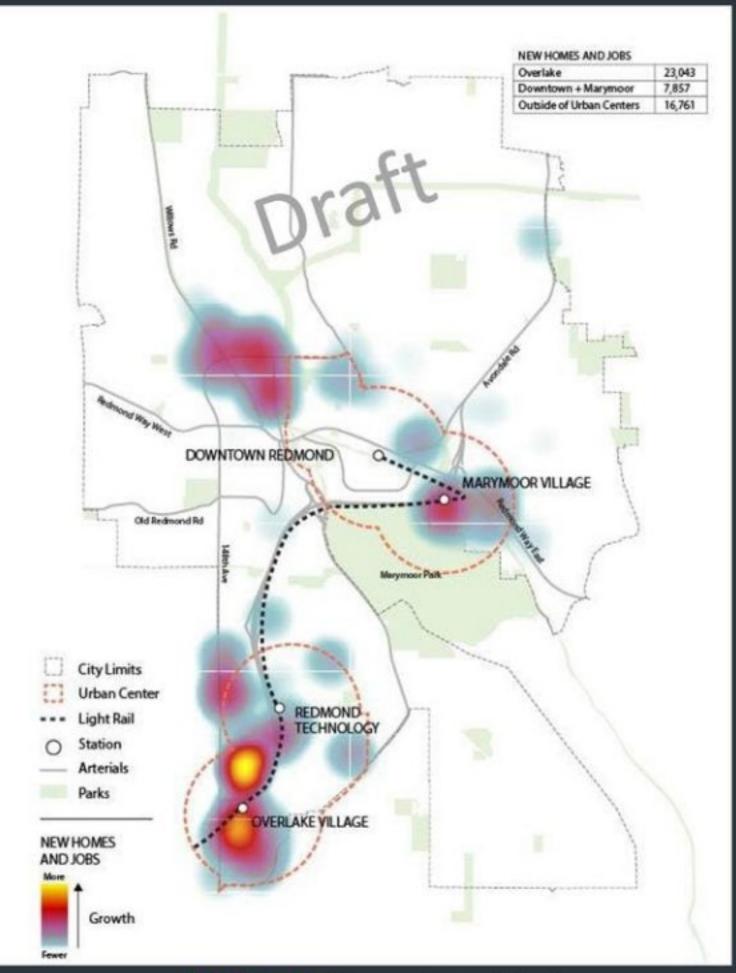
What does it look like if we change nothing in current zoning



19,900 Housing Units 18,390 Jobs

Centers + Corridors

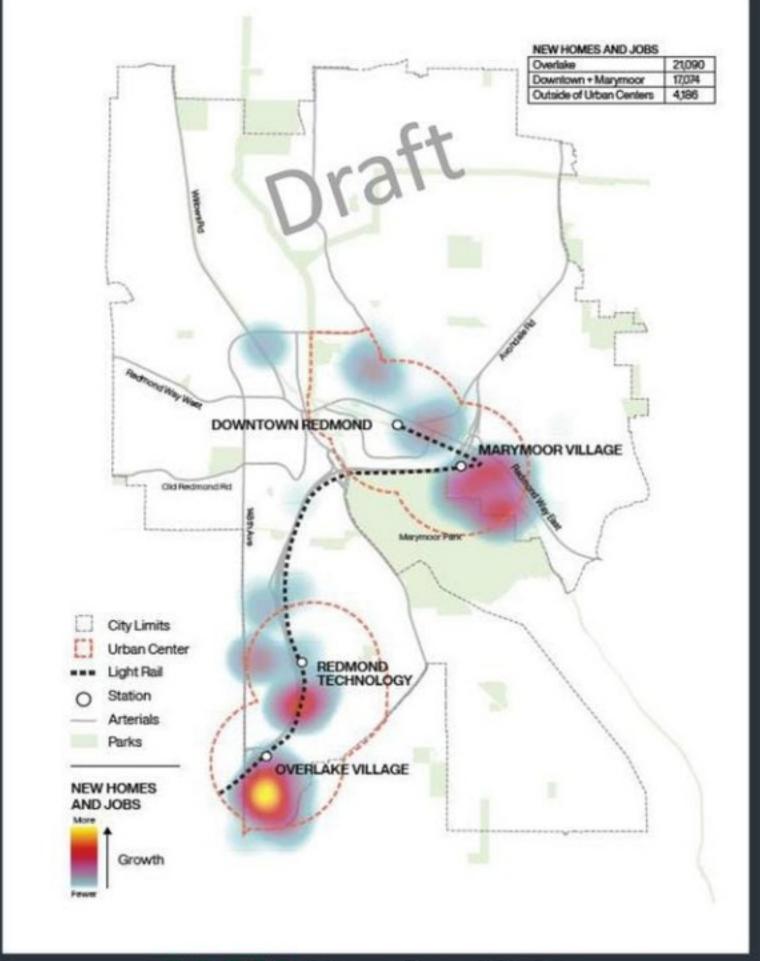
Focus growth to urban centers, station areas, and select arterials



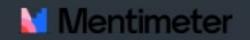
28,700 Housing Units 29,800 Jobs

Centers

Focus growth to urban centers & station areas



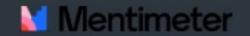
24,800 Housing Units 31,900 Jobs



What does that mean for Overlake?

Overlake GROWTH TARGETS	Ranges in Scenarios
NEW jobs	10,000 – 12,000
NEW housing units	8,000 – 10,000



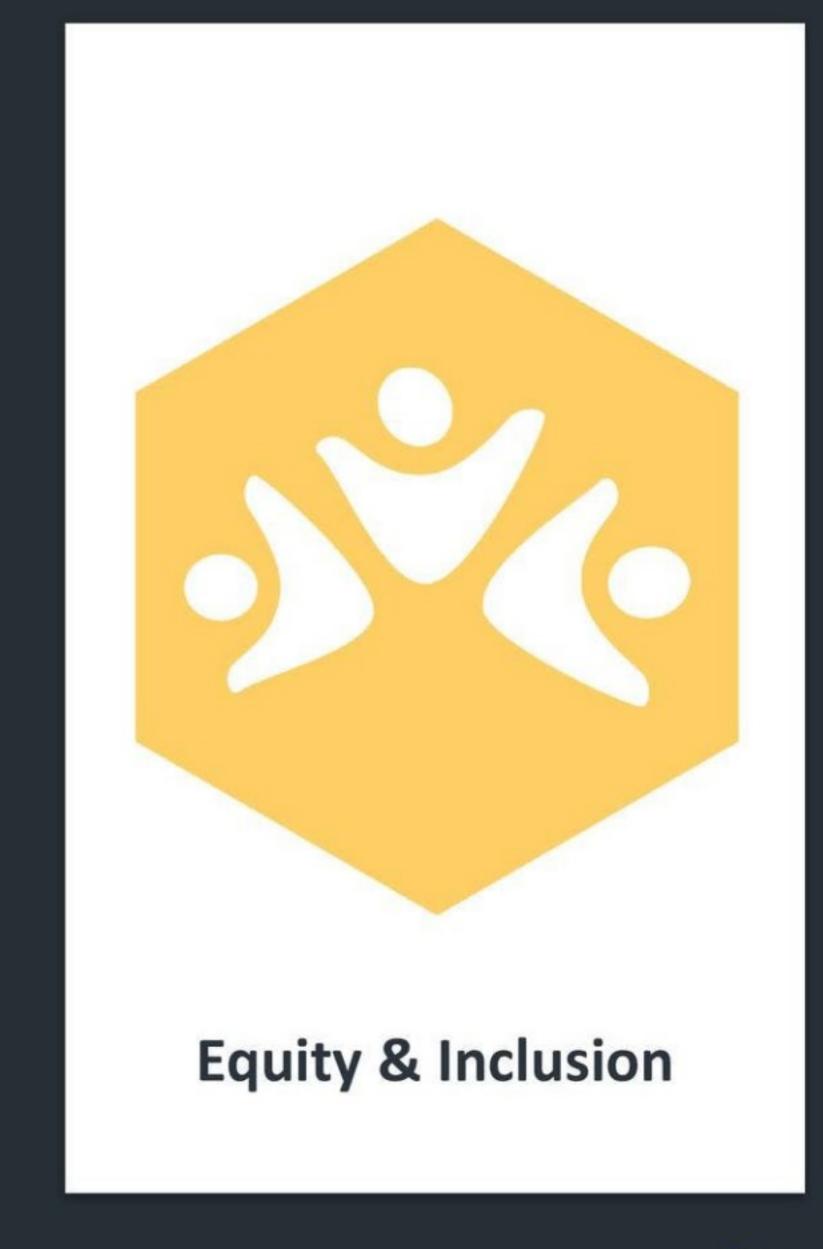


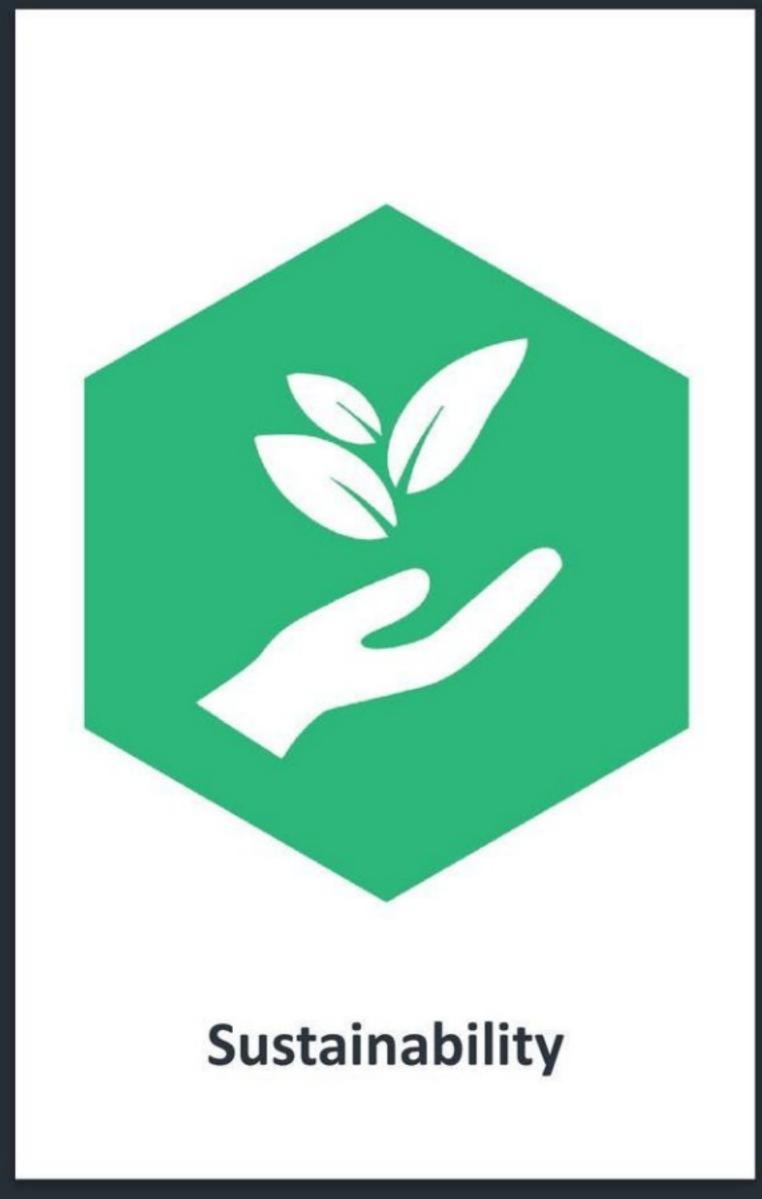
Accommodating Growth

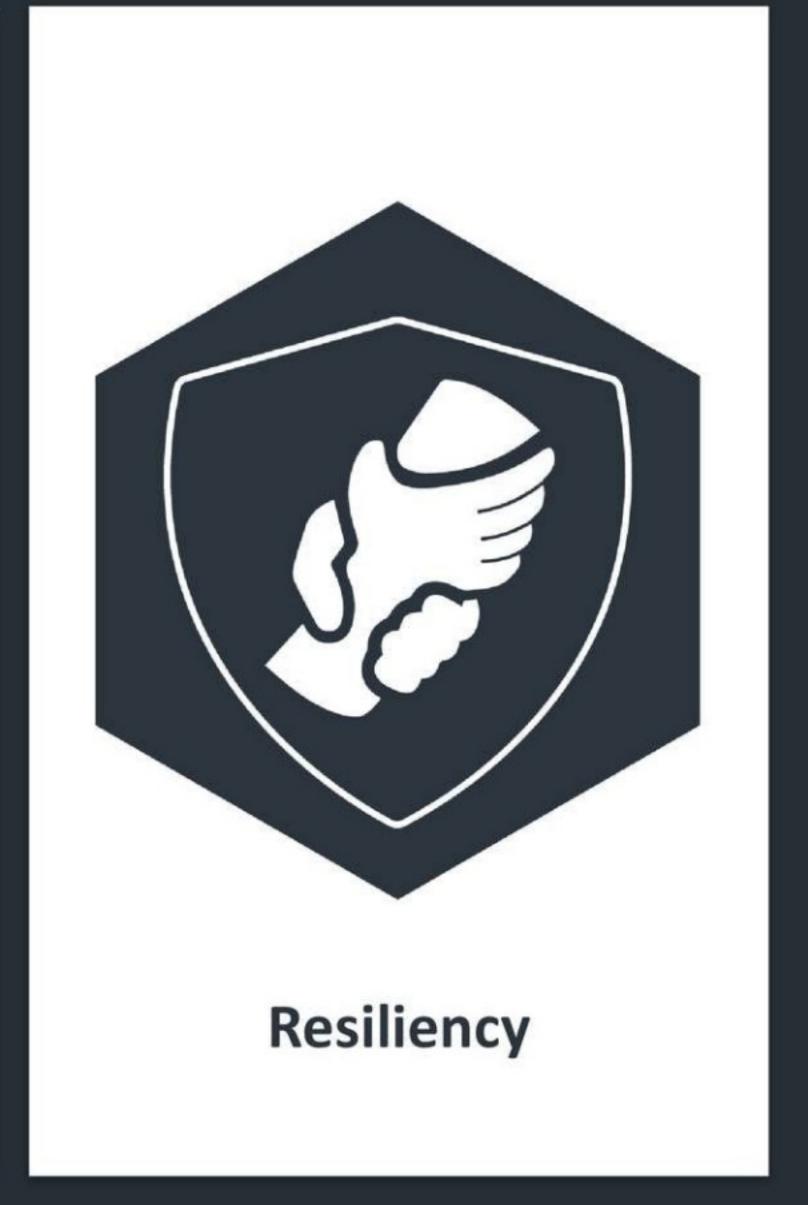
Other considerations:

- What do we want to preserve in Overlake as parts of it start to be redeveloped?
- What do we need to add to Overlake to make sure we have the services and amenities that will be needed there (land uses)?
- How /where should we accommodate the expected new jobs and housing (how far from the stations do we want to be impacted)?









What do we want to preserve?

Only what vulnerable, BIPOC, and historically underserved stakeholders want to preserve. Replace all else.

small and unique businesses

Diversity

environment

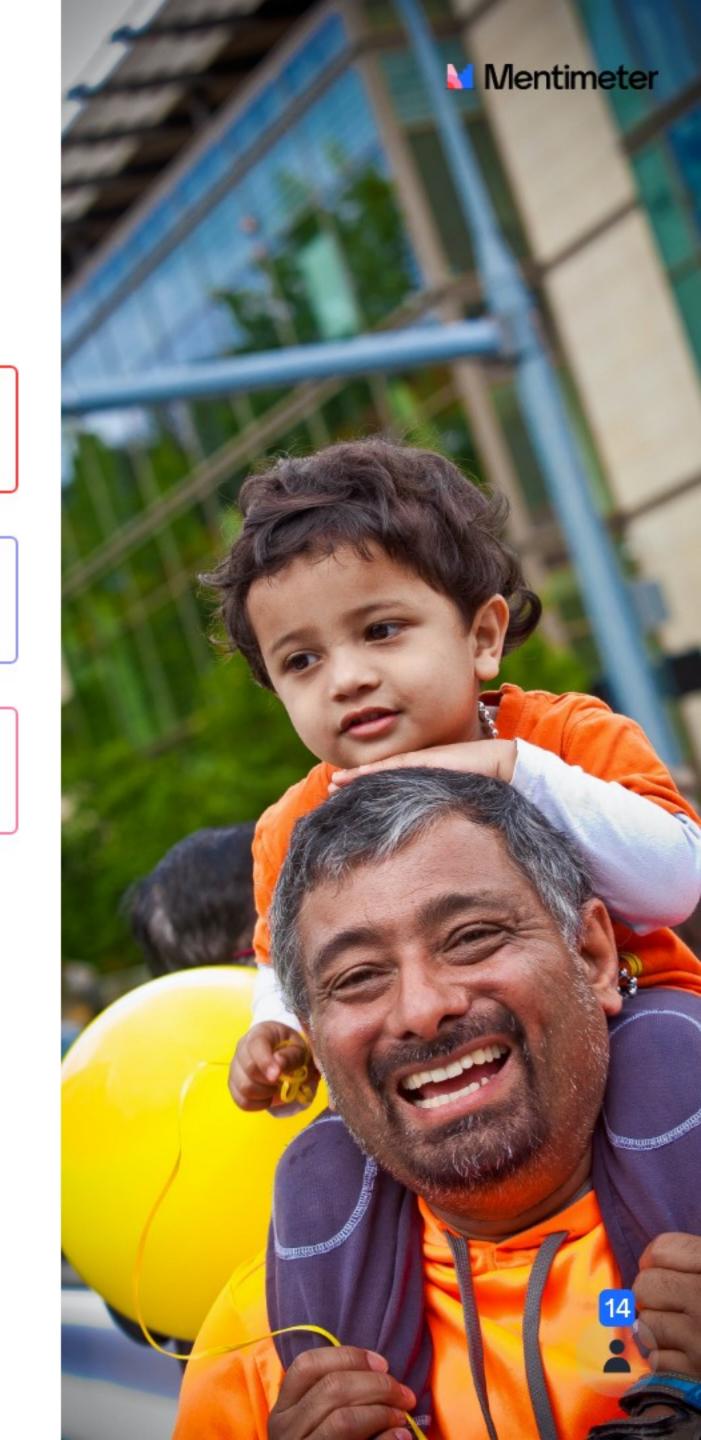
small businesses

Diversity

Partner with KCLS for a satellite library

Diversity

Available Parking



What do we want to preserve?

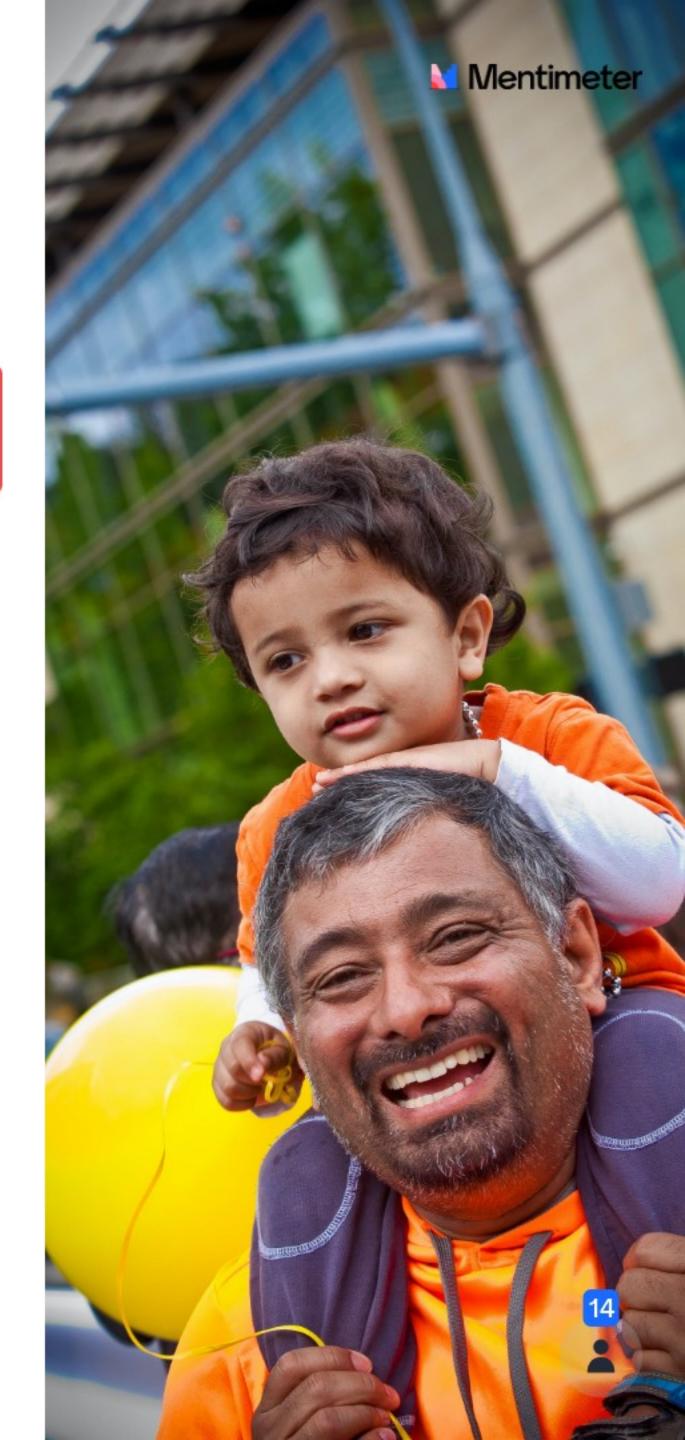
Wildlife habitat and diversity

WetlandsAreas with a critical recharging effect on aquifers used for potable waterFish and wildlife habitat conservation areasFrequently flooded areasGeologically hazardous areas

Ability to have growth react to market demand

Office FAR allocation/sizing that can capitalize on transit.

Maintain small businesses





What services & amenities do we need to add?

community space

Partner with KCLS for a satellite library

More walkable areas

Mixed-use mandatory.

flexible use.

Taaaaaall buildings with

lighting

More bike lanes

Top-tier multimodal transportation network.
Especially bike paths and greenways that create a best in class human-scale experience.

grocery stores within walking distance

Mixed-use development





What services & amenities do we need to add?

Health care

Taller buildings

Green space

Ball courts, pickle ball

Replace drive-through communities with transitoriented development

Trees

Places to sit outsife



Are there any land uses we need to add or re-evaluate? (uses allowed/not allowed, sizing limits, etc.)

Flex spaces

make mixed-use mandatory

Mandatory mixed-use. Taaaaallll buildings with flexible uses.

Already have a jobs housing imbalance. Need housing.

Share work space venues that can provide for office, light manufacturing, etc.

If add more office make sure to add many more residents - exceed targets

Don't forget community gardens, rooftop gardens, and perhaps a mini-farmers market/food truck space.

Parks

Retail is largely concentrated around 152nd Ave NE and the 148th Ave NE-NE 24th St area in Bellevue - we need retail to be dispersed throughout Overlake.



Accommodating Growth

Direction we're going:

- Focusing growth near light rail stations
- Transit-Oriented
 Development within 10-min walk of stations

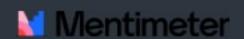


What is Transit-Oriented Development (TOD)?

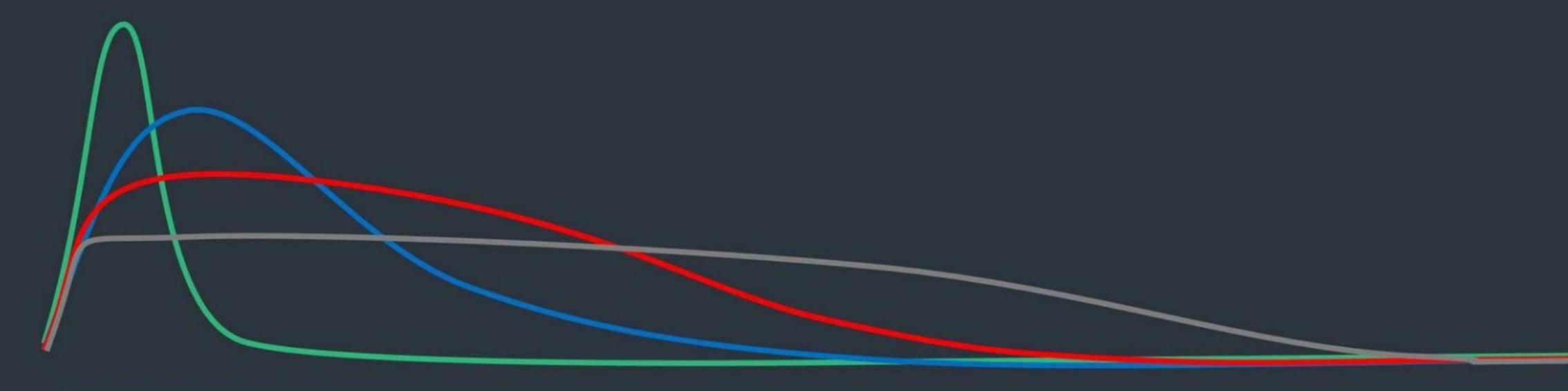
Medium- and/or high-density housing, commercial, services, and job opportunities developed close to public transit stations...

Intended to reduce dependency on automobiles, improve mobility, and improve access between residences, jobs, and services.





Where will growth go?



Station Adjacent

Focus on properties that are immediately adjacent to stations. Results in tallest buildings, but minimal impact further away.

¼ Mile

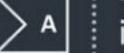
Focus growth within a 1/4 mile of a station, close to a 5-minute walk. Similarly to station adjacent, results in tallest buildings, but less impact further away

Focus growth within a ½ mile of a station, close to a 10-minute walk. May not need to rely on tallest building types, but spreads growth impact further away

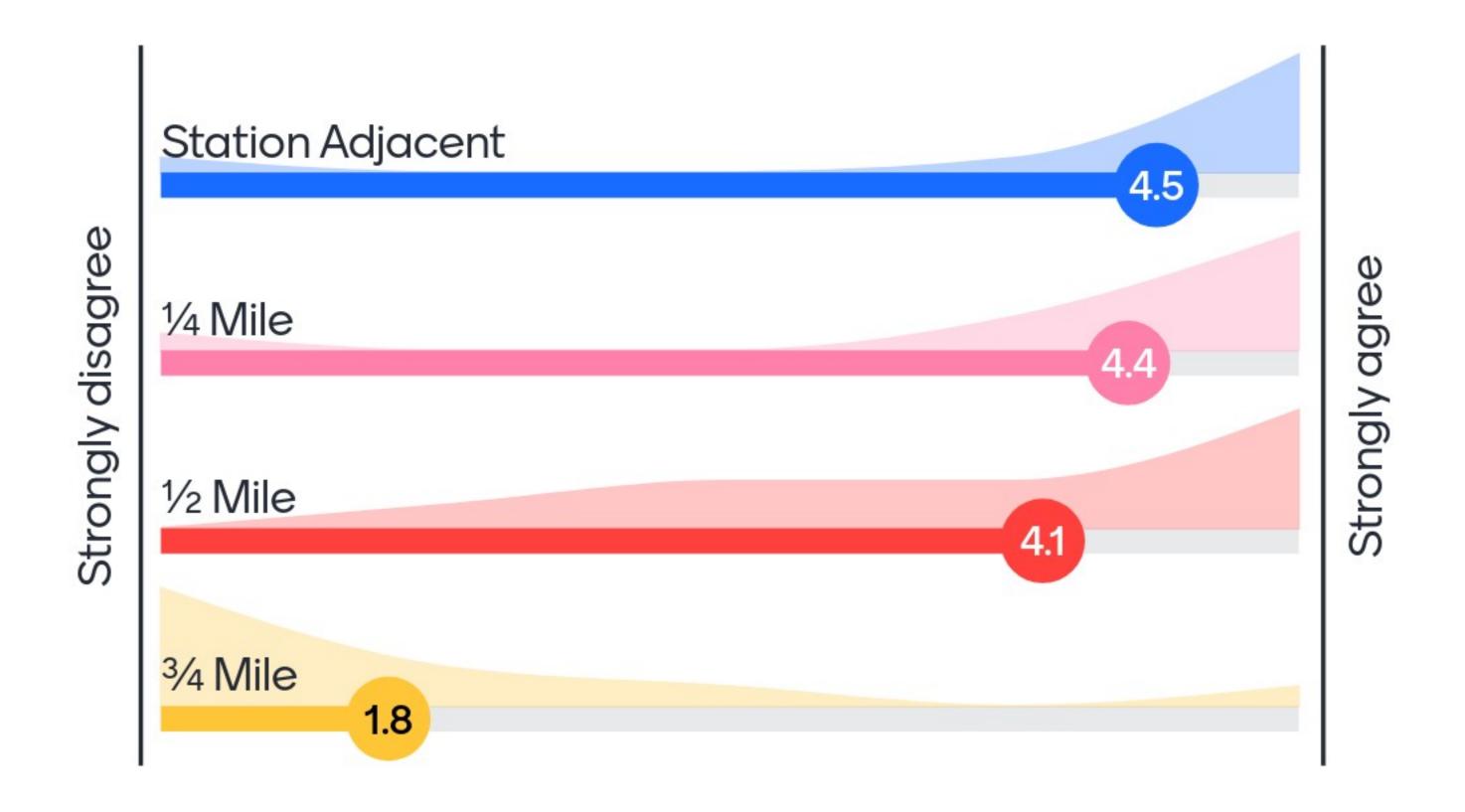
34 Mile

Focus growth within a ½ mile of a station, but allow some transitional heights and uses from ½ to ¾ mile (close to a 15minute walk). Spreads growth impacts furthest, but may allow for lower building heights





Where will growth go? How close to the stations should we focus growth?







Equitable TOD

 Within the context of the growth anticipated and the growth scenarios that are being reviewed, what does eTOD look like physically, and what development standards, performance metrics, services/amenities, etc. are needed?

Sustainable & Resilient TOD

- Will be using Sustainability & Resilience "lenses" for policies
- Working with Sustainability
 Advisory Committee and other stakeholders
- Climate change impacts



What are you looking forward to in Overlake?

no traffic (LOL)

PARKS

Exceeding Sound Transit's OVS ridership projections

Improved traffic management, more walkability

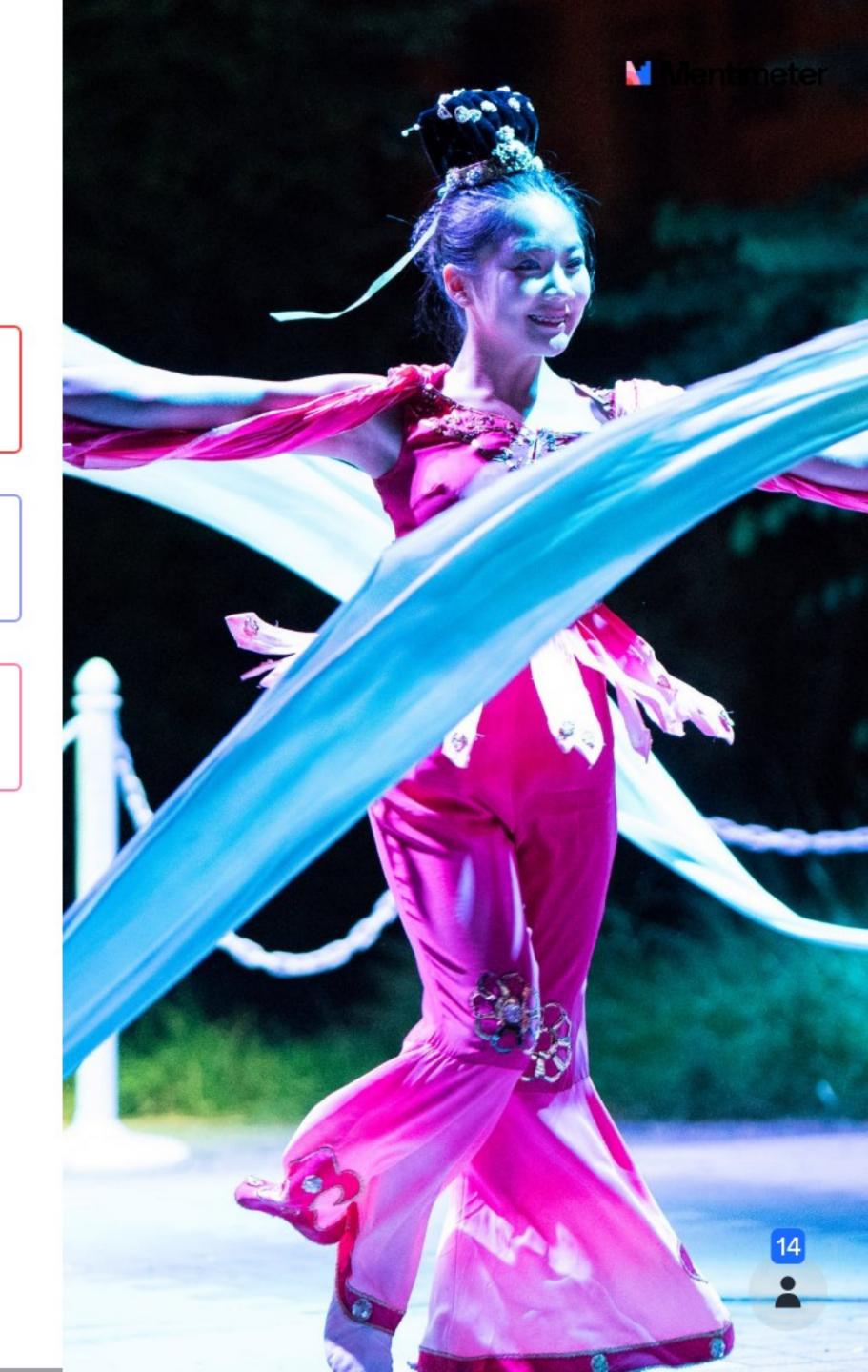
TALL buildings. Bike/ped connections. Public Art. Public Spaces. Vibrant urban space for children to grow and thrive. Dog Parks. Happy individuals and families:)

Green spaces

the international theme

interconnected small parks

Safe walking



What are you looking forward to in Overlake?

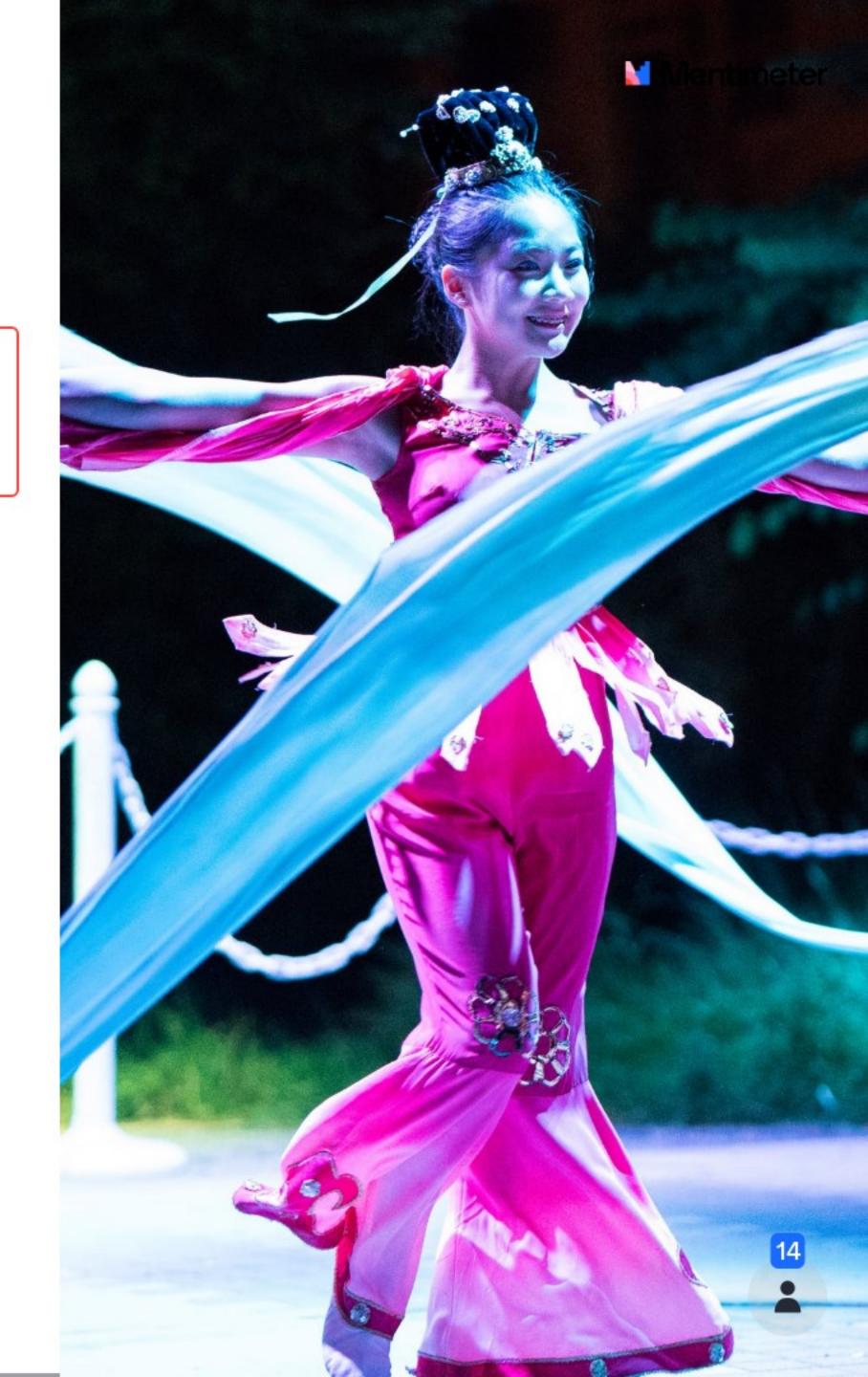
A performance center

Having flexible zoning that can react to market demand.

Intensive office and residential uses that will attract complementary retail and non-residential uses

Continued presence of strip malls

Having flexible zoning that can react to the market demands



What are your concerns about growth in Overlake?

nimby-ists

Urban Canyon design ->
negative impacts. Same ole'
boring buildings with those
gross exterior paneling.
Concerns about car-centric
design.

More traffic on 24th

a period of time when traffic is overpowering

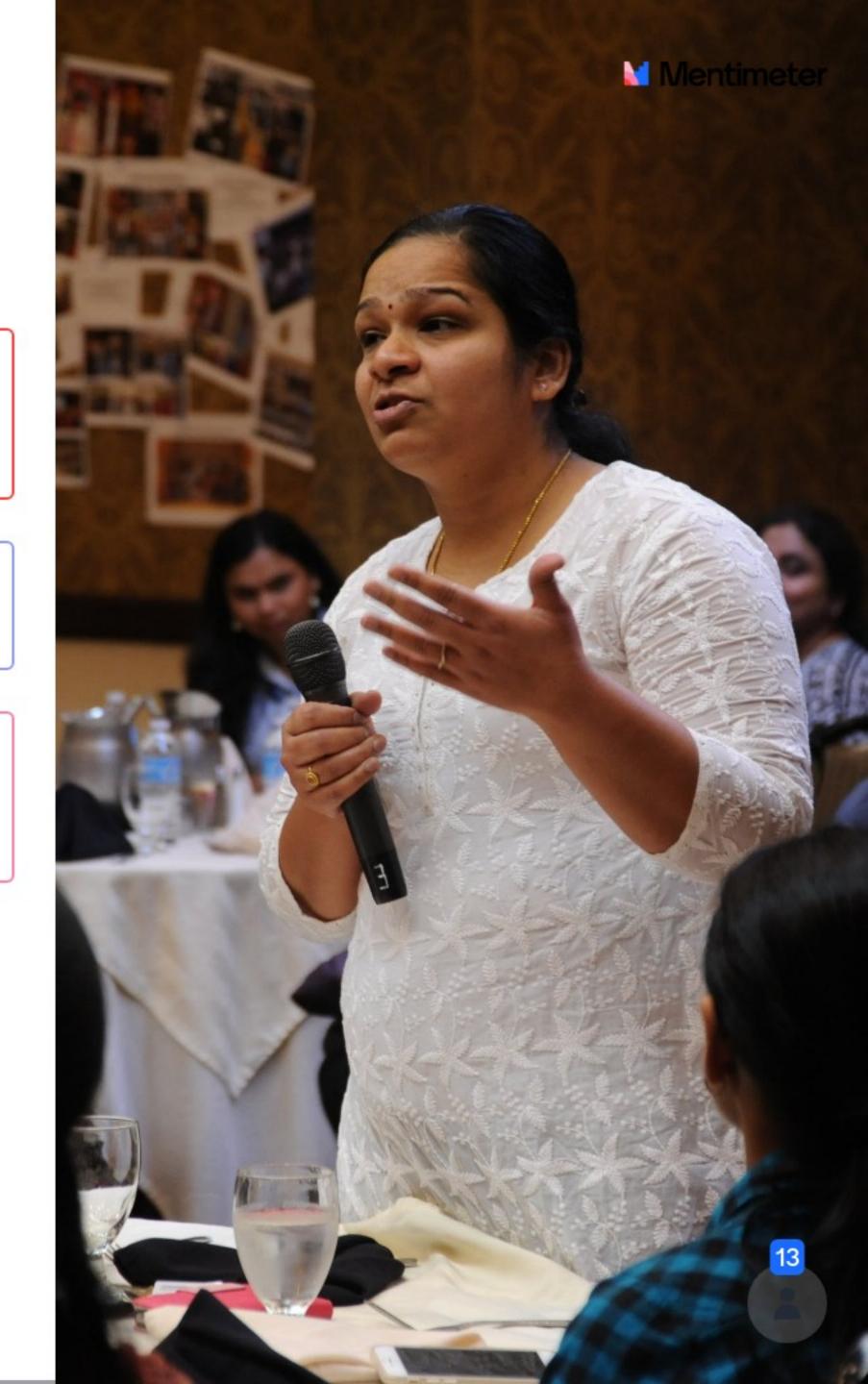
loss of the small businesses from Redmond

Test

Crime

Loss of local businesses

Continued reliance on strip malls



What are your concerns about growth in Overlake?

Crime

light rail capacity to accommodate growth

Towering buildings that feel imposing

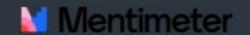
Losing trees





What other questions should we explore as we look at development and redevelopment in Overlake?





More Policy Options & Alternatives

QUESTIONNAIRE Live on Lets Connect thru mid-September on Housing, Economic Vitality, and Transportation Policy Options

Sometimes policy choices require making trade-offs, we'd like to hear your preference on the choices those tradeoffs create.

Share your Preferences!







Upcoming Workshops

- > 9/8 | Equity in our Built Environment: Inclusive / Universal Design
- → 9/16 | Overlake: What do we want Overlake to look like?

 Should we formalize Overlake as an International District?
- → 9/22 | TBD
- → 9/30 | Equity in our Built Environment: General Needs of our Community; Services & Amenities Needs
- → 10/14 | Overlake: Land uses & development standards for properties around light-rail stations







www.Redmond.gov/Redmond2050

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